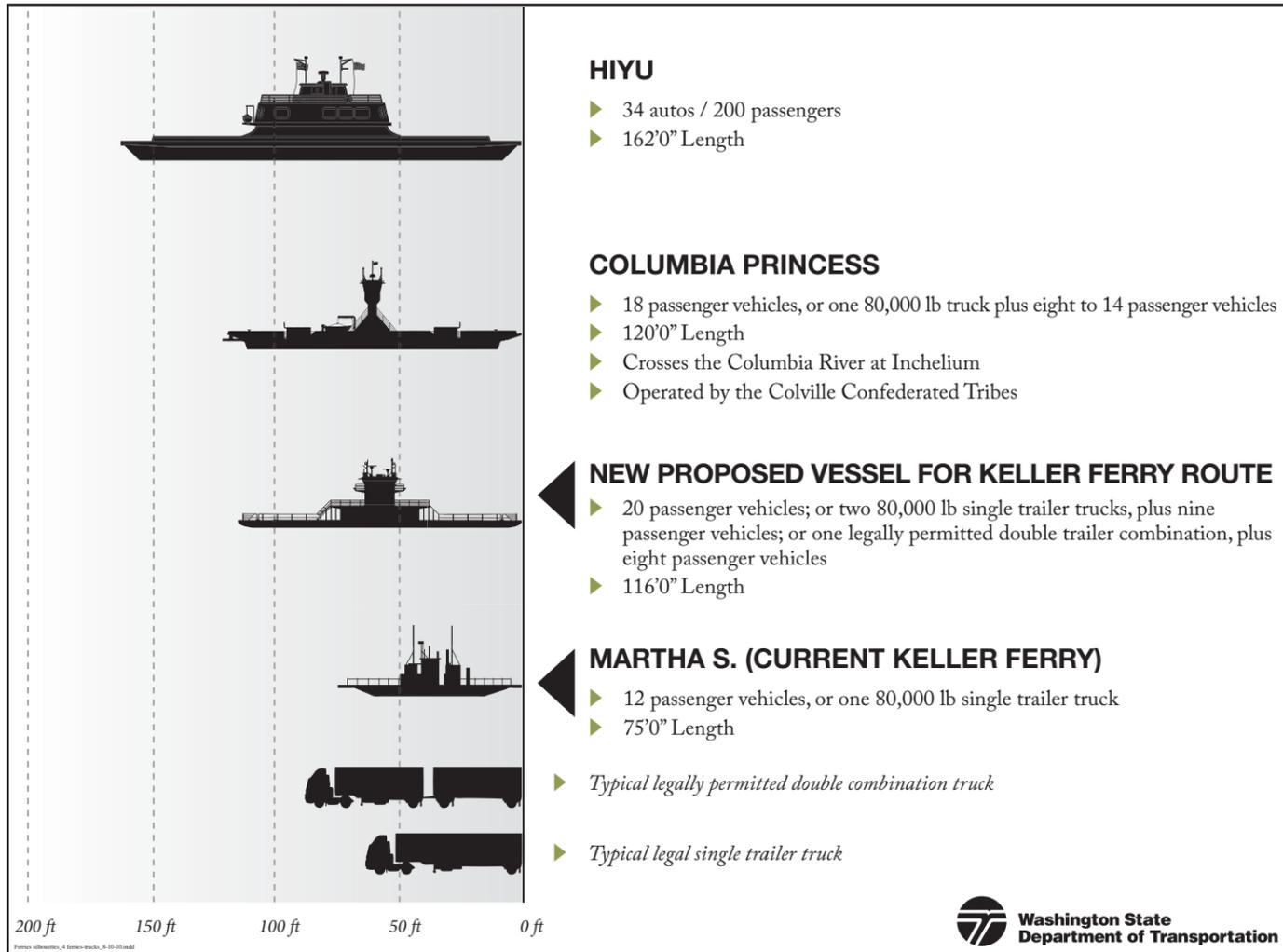


FERRY VESSEL SIZE COMPARISONS



- The "Hiyu" diagram is used to provide a scale reference to the smallest vessel in the Puget Sound/Washington State Ferries Division fleet. The "Hiyu" is pressed into service only as a "spare" when other vessels are unavailable.
- The "Columbia Princess" is used on a free ferry route operated by the Colville Confederated Tribes under contract with the Bureau of Indian Affairs. That route crosses the Columbia River about 50 river miles upstream from the Keller route.
- The "Martha S." with only single compartment damage stability is currently grandfathered under US Coast Guard regulations to carry an 80,000 lb. gross weight truck.
- Walk-on passengers are permitted on the Martha S., Columbia Princess, and the New Proposed Vessel; however, none of these vessels have inside accommodations for passengers.

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Project Information Contact:

Keith Metcalf
Regional Administrator
metcalk@wsdot.wa.gov
or
Al Gilson
Public Information Officer
gilsona@wsdot.wa.gov

WSDOT Eastern Region
2714 N. Mayfair
Spokane, WA 99207
(509)324-6000

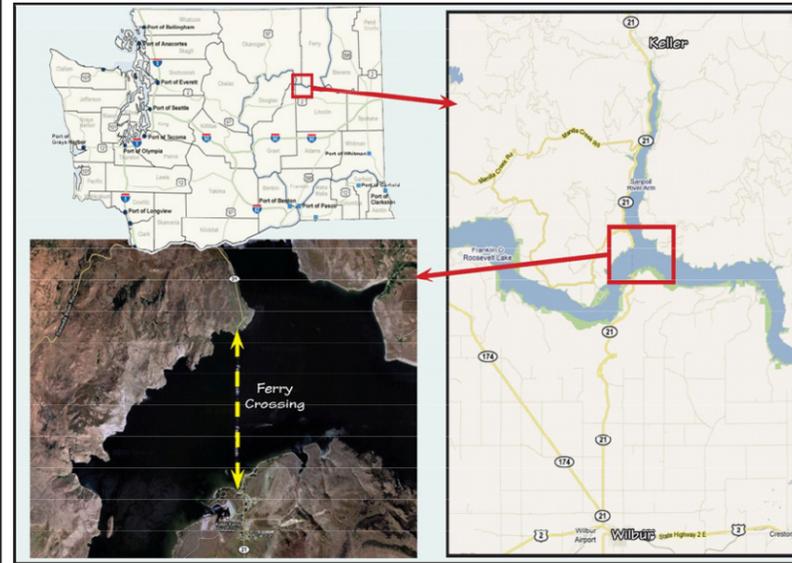
Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the ADA/504 Compliance Manager, Shawn Murinko at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Statement to Public

WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator, George Laue at (509) 324-6018.

State Route 21/Keller Ferry-Vessel Replacement



The Keller Ferry route crosses the Columbia River connecting Lincoln and Ferry Counties.

Keller Ferry Route Facts

- Part of State Route 21
- Crossing distance: 1 1/4 miles
- Crossing time: 15 to 20 minutes
- Operating hours: 6:00 a.m.-Midnight/365 days per year
- Daily trips: 30 to 35/depending on traffic volume
- Serves a very rural area and provides a critical link to and from the Colville Indian Reservation and Ferry County.
- Used daily by Wilbur School District busses to transport students.
- It is the only non-mountain pass access connecting Ferry County to the rest of Washington State (Wauconda Pass-4,310 feet and Sherman Pass-5,575 feet).
- Students from southern Ferry County and the Colville Indian Reservation attend school in Wilbur 15 miles south of the river.
- Lumber, livestock, and agricultural products from the area move across the ferry to markets throughout Washington.
- Residents access emergency medical services via the Keller Ferry route.
- During the full washouts of SR 20 and 21 in 1998, and 2003 wildfire, the ferry route provided the only access to central Ferry County.
- Traffic volumes average about 160 vehicles per day but reach 350 or more during holiday and summer traffic.
- The alternate route adds approximately 60 miles to a one way trip.

Route History

- Ferry route since the late 1800's
- Acquired by Washington State in 1931



The State of Washington acquired the service and this vessel, the "Keller" in 1931. The Keller was in service until 1939.



The Wilbur School District busses students across the river each day to attend classes. In addition, school busses use the ferry frequently to transport students from several districts to extra curricular events.



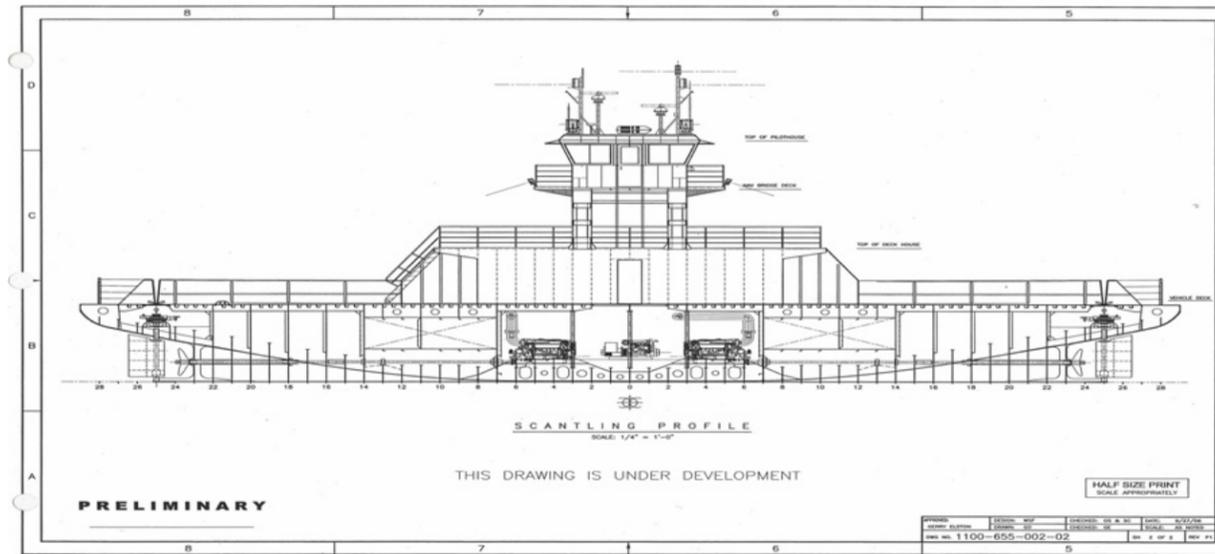
Trucks up to 80,000 lbs. and no longer than 75 feet can cross the river using the "Martha S." Double trailers must be hauled one at a time, requiring the driver to deadhead back for the second unit. Heavier trucks must detour over mountain passes.

REPLACEMENT VESSEL

Design Criteria

WSF was given basic design criteria to create a vessel that will:

- Carry a legally loaded semi-truck
- Remain below the 100 ton vessel class
- Be operated by a crew of two (Pilot and Deckhand)
- Meet current USCG standards
- Key element is the Two-Compartment Damage stability requirement
- Able to operate in all weather conditions and water conditions, including passage through ice, wind and strong currents
- Provide adequate service for current traffic volume needs
- Use existing floating terminals
- Maintain reliability for 60+ years



Capacity

- Meeting the floatation needs of a legally-loaded truck determined the vessel length and beam. That resulted in the ability to carry up to 20 passenger vehicles
- Greater passenger carrying capacity was not a design criteria, rather a result of the combination of the truck weight, truck length, and flotation required.
- Deepening the hull to regain needed floatation of a shorter, narrower boat cannot be accommodated with the existing terminal design due to the slope of the shore ramps.

Environmental

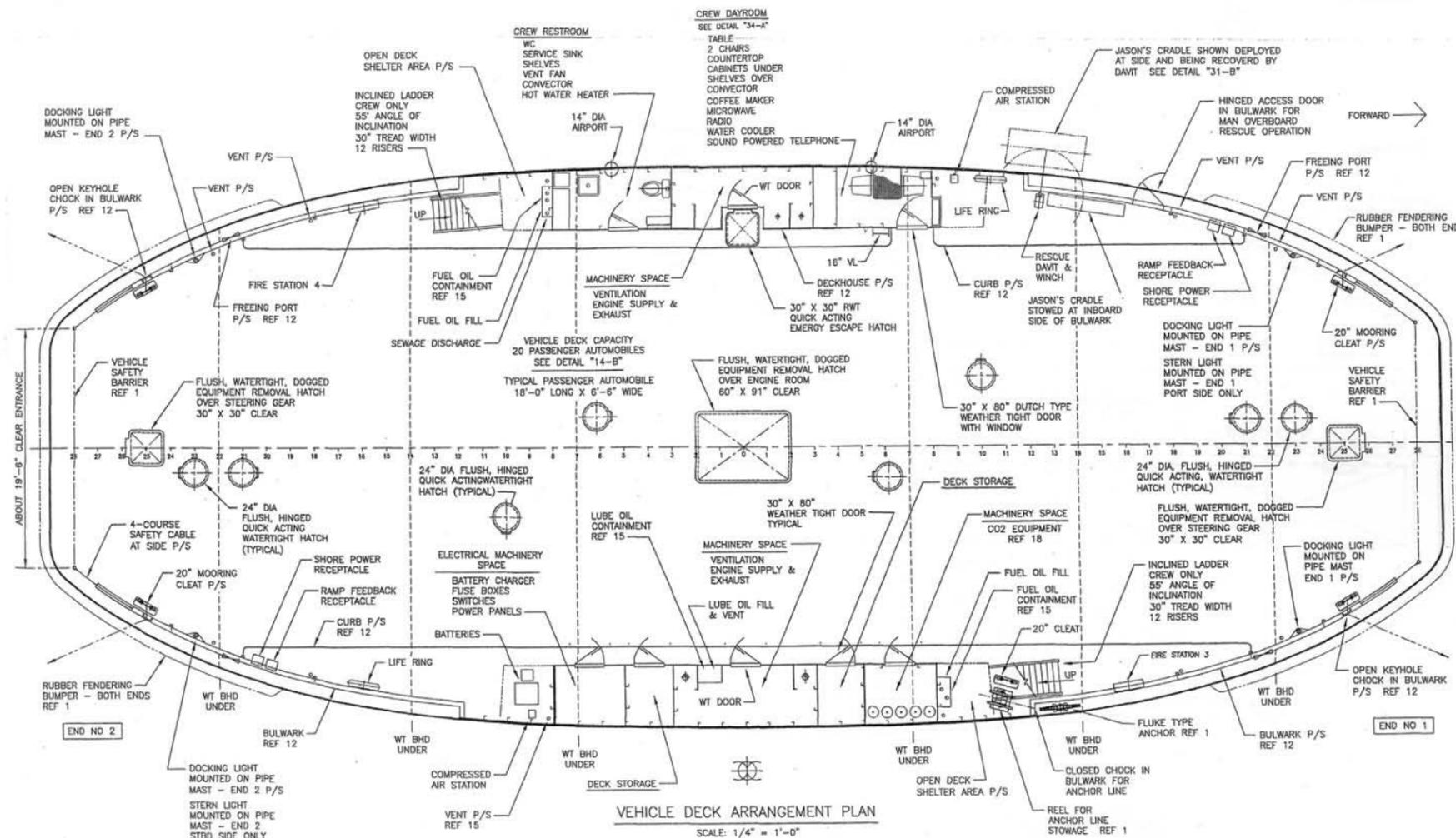
- Modern engines have dramatically less pollutant emissions
- Aluminum hull does not require painting

Operations

- More efficient
- Can operate at same speed with less fuel due to the efficiency of new propulsion systems
- Reduced maintenance costs
- Modern engines require fewer overhauls
- Aluminum hull can remain in water up to 10 years between drydock inspections, instead of five required for steel-hulled vessels
- Aluminum hull does not require painting

Cost

- Estimated vessel cost: \$12 million



CURRENT VESSEL



Current Boat - The "Martha S." - Placed in service September 1948

Safety

- The vessel does not meet current Coast Guard requirements
- Does not meet "Two Compartment Damaged Stability" standards
 - If vessel is fully loaded and more than one compartment is flooded, the vessel may sink.
- The Pilot's full view of the vessel and the waterway is obstructed by standard size RV's and freight trucks
- Currently "grandfathered" to operate
- Equipment age and reliability
- Hull leakage in October 2009
 - Subsequent repairs required two service interruptions-One for 10 days and the other was 30 days.
- Control failure
 - In June 2009, an equipment failure would not allow the operator to engage the gears. The vessel was adrift with passengers.

Maintenance

- Many parts are no longer available and must be custom-made, which causes delays in repairs and is expensive.
- Engines require more frequent overhauls due to age.
- No access to engine compartment with vehicles on the car deck.

MODEL OF NEW VESSEL

